

DIRECTORY
OF THE
CITY OF COUNCIL BLUFFS
AND
EMIGRANTS' GUIDE

TO THE
GOLD REGIONS OF THE WEST.

W. S. BURKE.

COUNCIL BLUFFS, IOWA:
NONPAREIL PRINTING COMPANY.
1866.



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W. S. BURKE.



COUNCIL BLUFFS, IOWA:
NONPAREIL PRINTING COMPANY.
1866.



COUNCIL BLUFFS.

Council Bluffs, in Pottawattamie County, is the largest town on the Western slope of Iowa, and is situated on the Missouri River, about eight hundred miles above St. Louis. The first permanent white settlement on the site of the present town, was made by the Mormons in 1846, after they left Nauvoo, Ill., and many of the log huts which were then built by the "Saints," are still to be seen.

Very soon after its settlement, "Kanesville," as the town was originally called, came to be a place of considerable importance as an outfitting point for California emigrants. The favorable location of the town upon the great thoroughfare between the Eastern States and the Pacific, and the fact that it was the farthest point on this line that could be reached by steamboats, very naturally attracted to "Kanesville" the attention of capitalists, and those in search of a "location;" and as a consequence, there was soon a large influx of strangers—"Gentiles"—whom the "Saints" regarded with considerable jealousy.

In the Spring of 1852, the Mormons left "Kanesville" and started across the plains for Utah. They sold off their property—buildings, lands, house hold furniture, (those who were fortunate enough to possess any,) at what ever prices buyers might offer, and with a six

months' supply of provisions, they loaded their ox-wagons and hand-carts, and the church started for "Zion."

From the time of the Mormon exodus may be dated the *solid* growth of the town.

The name of "Kanesville" was dropped, and the place was incorporated by special Act of the Legislature, as the city of "Council Bluffs." The Mormon claims had been purchased by energetic men, who at once set to work tearing down the rude temporary habitations of the "Saints," and erected good buildings in their stead. From this time forward, the population and trade of the city have steadily and rapidly increased, until Council Bluffs now ranks, in point of business and wealth, as one of the first-class cities of Iowa.

The population of the town, by the census of 1860, was a little over two thousand, and at this time, December, 1865, is estimated at four thousand. This rate of increase during the prevalence of a great war, is the strongest argument in favor of Council Bluffs that could be adduced.—The aggregate of the business of 1864 is estimated at three millions of dollars. The great bulk of this trade is with the mining districts of the West. Thousands of emigrants for Colorado, Nevada, Idaho, Oregon and Montana fit out at this point every spring, for their journey across the plains. Aside from the trade with the passing "pilgrims," freighters' trains leave almost daily during the spring and summer, with large cargoes of groceries, flour, bacon and other supplies for the Western market. Large numbers of horses, mules and oxen are also annually sold in the same direction. The pork trade is just beginning to attract attention, and promises fair to become, at an early day, an important branch of business. Two large packing establishments have recently been erected, and will com-

pare favorably, in point of completeness and capacity, with any like establishment in the State. During the year ending December 31st, 1864, about twenty thousand hogs were slaughtered and packed, worth, in round figures, two hundred thousand dollars. A part of this pork finds a market in the South, by the Missouri River, and the remainder is transported to the West. Bacon, grain, and in fact the great bulk of all the surplus products of this section seek a market in the *West*, and as long as the mines of the great Rocky Mountain country continue to yield the precious metals in quantities sufficient to remunerate the laborer for his toil, the non-producing thousands of those regions must be fed from the bountiful harvests that never fail upon the fertile plains of Iowa.

It is generally conceded that the demands of trade will ultimately build up a great commercial centre on the Missouri River, somewhere near this point. Many facts, which it is not necessary here to enumerate, point unmistakably to this. If the reader will take the map of the United States he will observe that there are two chains of great cities, about equal distances apart, stretching across the country from east to west; St. Louis is at present the pioneer city on the south line, and Chicago on the north. By continuing the line westward from Chicago it will be seen that one more uniform stride of the giant Progress will leave a foot-print upon the bank of the Missouri River. Admitting that we are the proper distance westward from Chicago for the building up of a great city, many will inquire what there is in our location north and south, to point to this place as a future trade center. In reply to this, we would merely point to the Platte Valley and the Pacific Railroad—the two great highways, of nature and art, from the Missouri River to

the Rocky Mountains, and the connecting links between the eastern and western slopes of the Continent — both immediately west of this point. Where the Pacific Railroad, and the valley of the Platte, strike the Missouri River, the laws of trade will demand and build up a city which will become a commercial center to all the region of country for hundreds of miles around, and at this junction the town of Council Bluffs is located.

But many persons, after examining these facts, and admitting that natural advantages and the laws of trade must inevitably build up a great city at this point on the Missouri, will tell us "your town is on the wrong side of the river — big cities are always built on the west bank of great streams." That big cities are, generally, built upon the west banks of great streams we are ready to admit, but will any of those who would cite this obstacle in the way of the future growth of Council Bluffs, inform themselves *why* the fact exists as stated? It must be the effect of some controlling cause, for a city will not grow faster and larger on one side of the river than on the other side, unless there is some commercial reason for it, and if those who make use of this argument will inform themselves what those reasons and causes are, and will bear in mind, at the same time, that the surplus products of this region seek a market *west* instead of *east*, they will see that the rules which regulate the growth of cities on the Mississippi, and east of that stream, are here reversed.

We can not better illustrate this point, than in borrowing the language of a writer in the *Nonpareil*:

"As I view the matter, all the causes which serve to build up the cities on the west bank of the Mississippi River, are here, on the Missouri, reversed. Let us see: There, the producing country from which they derive

their support, is *west* of them, and their markets *east*. The railroads receive their freights from the country west of the river — their tonnage eastward being many times that of the westward bound. To secure these freights, the railroad companies make their receiving depots on the west side, establish their own ferries, and assume the labor and risk of transferring the property. The river is a barrier to the producer on the west side, who may desire to offer his load in the streets of the town on the east side. Trade, and the competition attending it, is therefore thrown into the streets of the cities on the west side. Granaries, elevators, store-houses and packing-houses must be, and are, built to receive, and hundreds of men employed to handle, the grain, pork, &c. Merchants and manufacturers here find sale for their goods and wares, and the artizan a demand for the exercise of his skill. As those railroads have extended westward, those cities have increased. How will it be with Council Bluffs? Here the producing country is *east* of the Missouri River, and the market *west* of it — and will remain so for many years. As the prices of grain, flour, pork and produce increase with the distance *eastward* of the Mississippi, so do they increase, but in a greater ratio, with the distance westward from this.

“For many years to come, the production of food west of the Missouri River will be altogether inadequate to the supply. Indeed, almost the entire demand must be supplied from the rich agricultural districts east of the Missouri, for an indefinite time to come. It is hardly possible that the entire productions of the whole State of Iowa will be sufficient to supply this demand, and we therefore confidently predict, that the day will come when flour and pork will be transported from Illinois to the

States of Colorado and Idaho. Do the pork-packers and millers of Council Bluffs even now look to the eastward for a market? Certainly not. At least nine-tenths of the pork, bacon, hams and lard, from the thirty or forty thousand hogs slaughtered here during the present season, will go to the west. Why is it that the prices of flour and pork are never lower, and frequently higher, here, than in Chicago? Because *already* the market for the surplus productions of Western Iowa is west of the Missouri River.

“While, from the railroad points on the Mississippi, the great preponderance of freight is to the eastward, there is yet a large amount of merchandise brought westward; but here, at the great centralizing point on the Missouri—right here at Council Bluffs, the point of connection with the Pacific Railroad—*all the freights*, produce and merchandise, will come from the east, and be carried westward.

“Thus it will be seen that all the causes, and more, which operate to build up large cities on the *west* bank of the Mississippi River, are combined to stimulate the growth of towns on the *east* bank of the Missouri. By a law of trade, as immutable as any law of nature, cities built upon great streams, will be built upon the side from which the surplus products of the country are *received*.”

This view of the case not only holds good theoretically, but is supported by the logic of facts and figures—arguments that can not be controverted. The reader is not asked to rely upon our predictions of what is to come, any further than is supported by existing facts: Council Bluffs is *now* growing in wealth and population at a rate only excelled by the miraculous growth of Chicago, and the construction of buildings for stores, work-shops, man-

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ufactories and residences, is only followed by a greater demand for *more*. During the year which is now closing, all of our mechanics have been taxed to the utmost of their energies to keep pace with the demands upon their labor and skill, and, though more work has been done during the year than in any other town of equal population in the West, the demand for all kinds of buildings was never before as great as it is to-day. Already arrangements have been made, and contracts let, for the construction of more buildings, during the coming year, than our present force of mechanics can possibly complete; by this fact it will be seen that our greatest difficulty is the scarcity of labor. The money is here, and our capitalists are ready and anxious to put it into buildings — they are only waiting for *men* to do the work. Therefore, we say to artisans, of all trades, you may be assured of abundant work, and at the best wages, by coming here. In the past year our mechanical force has increased about twenty-five per cent., but during the same time the demand for labor has increased nearly one hundred per cent. Thus, it will be seen, there is no danger of over-stocking the market — let every body come who will — there is plenty for all — if our force of mechanics and laborers should be doubled in the next three months, there would not be a man more than will be needed.

The Railroad prospects of Council Bluffs are better at this time than those of any other town in the West. As is well known to every person in the country, the eastern terminus of the central branch of the great Pacific Railroad was located by President Lincoln on the western border of Iowa, at Council Bluffs, and the importance of connecting with this great thoroughfare across the continent is drawing to this point all the railroads building

across the State of Iowa; in fact, nearly all the roads projected to the Missouri River, through this State, have already changed their proposed lines to make their western termini at Council Bluffs. Some of these roads are being pushed forward as rapidly as capital and labor can build them, and but a short time will elapse before trains will arrive and depart, to and from this point, by two or more of our eastern railroads. The Chicago and North Western Railroad, owned and managed by one of the heaviest companies in the United States, which was projected on an air-line from Chicago to the Missouri River, striking at a point opposite De Soto, N. T., has run a new survey, within the past three months, and changed the point of its western terminus to Council Bluffs. This road is now built and running to the Des Moines River, one hundred and thirty miles from Council Bluffs—a large amount of the work of grading, bridging, &c., has been done west of the Des Moines, and the entire road will be completed and in running order to Council Bluffs in time for the spring business of 1867.

The Council Bluffs and St. Joseph Road, running up and down the river, which has been projected for a number of years, has had new life infused into it by the commencement of work on the Pacific Road. A contract for completing the line to this city by the 1st of January, 1867, has recently been let to responsible parties, and there is now a lively contest between this road and the one above mentioned, for the honor and *profit* of being the first to reach Council Bluffs. There is no doubt the contractors on this road will have it completed before the expiration of their contract.

The Mississippi and Missouri Road, connecting at Davenport with the Chicago and Rock Island Road, and

running thence directly across the State of Iowa to Council Bluffs, has recently been transferred to another company, of ample capital; and as a large land grant has been made by the United States to this road, contingent upon its early completion, it will now be pushed forward with energy.

A company has recently been organized at Des Moines, representing all the capital of that city, for the purpose of building a road from that point to Council Bluffs. This road will be built without delay, for every interest of Des Moines imperatively demands a connection with the Pacific and other roads centering at this place.

The Burlington and Missouri River Road, crossing the State on the tier of counties south of this, and tapped by two other important roads—the Keokuk and Minnesota, and North Missouri—has its terminus, ostensibly, at a point eighteen miles south of this place; but, of course, its interests will not permit it to halt at that short distance from a connection with the west; hence, the fact that it will come immediately to Council Bluffs, admits of no more doubt than that it will be built across the State.

Here, then, we have six railroads centering at Council Bluffs: one on the west—the Union Pacific; one on the south—the Council Bluffs and St. Joseph; and four on the east—the North Western, the Des Moines and Council Bluffs, the Mississippi and Missouri, and Burlington and Missouri. These roads will not all be completed immediately; but within a year, or eighteen months at farthest, *three* of them will be in running order, carrying freight and passengers to and from the Metropolis of the Missouri Valley.

Not upon idle speculation, or imaginable contingencies, but upon *facts*, such as we have here enumerated, do we base our predictions of the future growth, prosperity, wealth and greatness of COUNCIL BLUFFS.

CHAPTER II.

INDUCEMENTS TO SETTLERS.

We not only need mechanics, laborers, tradesmen, and men of all occupations, to supply the rapidly increasing demands of our *town*, but we need farmers to fill up our *country*. Pottawattamie is one of the largest counties in the West, and contains at this time about as much vacant land, if thrown together in one body, as would make a district as large as the State of Rhode Island. And this is not refused or worthless land — there is none such in the county — but it is all as rich as can be found on the continent; it is just such land, as the records of our fairs show, can be made to yield, by proper cultivation, ninety bushels of wheat, or one hundred and ten bushels of corn, to the acre. Such lands can be purchased, within a convenient distance of the town, at prices ranging from two to ten dollars per acre, and the wild lands of the prairie can be turned into farms by one year's work. If a man should have an opportunity to purchase a farm within ten miles of Chicago, at five dollars an acre, he would not eat nor sleep until he had secured it — he would regard it as a chance to secure a fortune to himself and children; yet such bargains can be had in this county by the thousand, and any man who will take the trouble to consider the matter for half an hour, will see that Council Bluffs is

destined to be, in ten years from now, such a city as Chicago is to-day. This result is not dependent on any remarkable combination of propitious circumstances *in the future*, but will result from the position and location of the town—from natural causes already to be seen—just as certainly as effect follows cause in any of the arrangements of nature.

But it is not necessary for the farmer to wait ten, fifteen or twenty years to reap the reward of his toil—he is not asked to wait a life-time for the town to grow up that shall afford him a market for his surplus. Council Bluffs furnishes, to-day, as good a market for the surplus products of the farmer as can be found in the West—every grain of wheat or corn, and every pound of pork that he has to sell, finds here, and now, a ready market at the highest prices; and in five years from this time, when the Pacific Railroad has penetrated the vast mineral regions of the Great West—when its cars shall be loaded at our doors, and unloaded in the Rocky Mountains or on the Pacific Coast—every pound of the farmer's surplus will command a higher price in Council Bluffs than in Chicago, for so great will be the demand of the mining regions, that millions of bushels of grain will be shipped westward, not only from the banks of the Missouri, but from beyond the Mississippi. The day is not far distant when the farmer of *Illinois* will look to the West for his market.

This is not mere speculation—a fancy sketch, which men are asked to believe without any reason for it. But let the reader take the map of the United States, and he will perceive that the portion allotted to the “wild West” is nearly two-thirds of the map, and that the comparatively unknown region which we designate as the “mining

district" is larger than all of the thirty-four States of the Union. Let him then bear in mind that this district is rich enough in mineral resources to afford profitable employment to a population much denser than that of the States, and is, at the same time, comparatively barren in agricultural advantages — that while it yields all the precious metals in rich abundance, it will not produce wheat and corn — let the reader, we say, bear these facts in mind, and he will see nothing extravagant or unreasonable in the assertion that the Missouri Valley, with its teeming fields and almost fabulous harvests, will not be able to supply the demands of the Great West.

We say, then, to all who are looking for homes, "come this way." If you desire to live in town, there is no point in the United States that offers you inducements superior to those held out by Council Bluffs; our people have capital, and they have energy, and the amount of work in the city would be increased tenfold, if the workmen could be had. All kinds of labor is liberally remunerated — wages are not higher anywhere in the country — and the mechanic or working man who comes here without a cent of capital, if he is only willing to work, need not be more than two or three years, at the farthest, until he has gained for himself a home, and is comfortably "fixed for life." But if you prefer to "farm it," we offer you lands not inferior, in any respect, to the best the sun shines upon, and at such prices that the sum necessary to buy a "potato patch," in the East, will here purchase you a farm; we offer you a market as good as the United States affords — where you can always get the highest price for everything, without taking "store-pay" — and give you the assurance, supported by the incontrovertible evidence of *facts*, that this market will always remain a

good as it is now, while the probability amounts almost to a certainty, that in a few years hence it will be *better*. Then, we say, "come and see us;" and when you make up your mind to "move West," buy your ticket to COUNCIL BLUFFS.

We can assure that you will be welcomed by our people; our citizens stand ready to take the new-comer by the hand, and assist him in finding a good location, and in making himself a home. The stranger who comes to settle among us is not startled by the extravagant prices of lots and lands, but is rather astonished to find prices so low—and not without good reason. The man who knows that wild lands in the territories, far away from timber, and many miles from present or prospective market, are frequently held as high as twenty dollars an acre, is very naturally astonished to find two, three and five dollars an acre the ruling prices for as good prairie land as ever the sun shone upon, convenient to timber, and only a few hours' ride from as good a market as can be found in the United States. The man who is aware that imaginary lots, in imaginary towns, frequently sell at prices ranging between five hundred and a thousand dollars, may well be surprised to find good residence lots, in a city like Council Bluffs, for sale at twenty-five to fifty dollars apiece. We desire to say to those who design moving west, that the property holders of Council Bluffs are not extortioners. The actual settler can purchase a residence lot in the city, or a piece of land, convenient to town, at prices far below the ruling rates for property in "paper towns." Our object is not the same as theirs—speculation in property—but to secure citizens, and to this end we are offering inducements as liberal as any could ask.

CHAPTER III.

A FULL AND RELIABLE DESCRIPTION OF ALL THE GREAT ROUTES ACROSS THE PLAINS.

The following description of the various routes from the Missouri river across the Plains, is from the pen of a gentleman now holding a high position under the Federal Government, and whose official duties have led him over all the routes of which he speaks. His statements are made from personal observation, and his table of distances are prepared from actual surveys made under his direction. It is entitled to all the weight of an official report.:

The attention of the public is just now being drawn to the country on the Missouri and west to the Mountains. The season of the year is approaching that emigrants are preparing to cross the plains—and very few have any correct knowledge of them or of the main features of the vast plains east of the Mountains that have a controlling influence in locating and confining the line of travel to certain sections of country now known as the Overland Routes. I give you a description of each, having traveled all of them. The country over which they pass is so marked and peculiar that they are all, in many particulars, much alike. After passing a belt of country about one hundred and fifty miles in width that borders on the Missouri River, we strike the Plains, some 400 or 500 miles in width, extending from thence to the base of the Mountains, with the exception of occasionally small spots, small, indeed, compared with their immense extent, these plains are not not susceptible of cultivation. This great belt of semi-barren country extends from the British Possession on the north to the Canadian River on the South, being the extent of my travel over it. The valleys as a general thing are covered with grass, often luxuriant and suitable

for hay. The uplands generally have a straggling growth of buffalo-grass, but are often for miles entirely destitute of vegetation except the Prickly Pear, Cactus, or Sage Brush. This is more especially the case of the country north of the Cheyenne Rivers. No part of this great area is susceptible of raising grain or vegetables, except on a few streams and there only by irrigation, nor does it, as yet discovered, possess mineral resources, to any very great extent. It is almost entirely destitute of wood, and running water cannot be depended upon, except along the great streams that rise in the Rocky Mountains—flow East and empty into the Missouri and Mississippi Rivers—or the streams rising in the Big Horn, Black Hills and Powder River Mountains, which flow North and empty into the Yellowstone. Had it the proper shelter, it would be the greatest and most magnificent stock-raising region in the world. The buffalo-grass that grows upon it throughout its entire length, being the most nutritious of any wild vegetation now known; up the great valleys, and over the higher tables, are the best natural roads in the world, and nature has so constructed them that through this great belt, there are four great water-courses, traversing it at right angles, at distances from one to two hundred miles.

NIOBRARRAH ROUTE.

Commencing on the north, the first overland route is known as the Niobrarrah, up which stream the road runs to its source, and, up to the present time, crosses to the Platte, terminating at Ft. Laramie. Col. Sawyer's wagon-road party endeavored, this season, to find a road on this route, directly through to Montana, via Powder River and the mouth of Big Horn River, but obstacles met with, determined them to abandon it, and they struck south and took the road made and explored by Gen. Con-

nor. No doubt a better road than the route pursued by Col. Sawyer the past year can be found by going up the White Earth or Cheyenne, and turning the Black Hills on the north by the Belle Fourche, then to Pumpkin Butte, then to Fort Reno, where the junction with Gen. Connor's road is made. No practicable road north of this, until the Stevens route is reached, can be found, and even this has obstacles and difficulties to overcome that render it, for the present impracticable.

THE MONTANA ROUTE

Starts from Fort Laramie, follows the North Platte to the mouth of Sage Creek, thence crossing the Cheyennes to the West base of the Pumpkin Buttes, thence to Powder River at Fort Reno, (formerly Fort Connor, a Post established last Summer), thence to East base of the Big Horn Mountains, crossing Crazy Woman's Fork of Powder River, Clear Fork, Tongue and Big Horn, enters the Valley of the Yellowstone at Crossing of Clark's Fork, and thence to the Yellowstone Mines, where it strikes the mining settlements of Montana, and the roads leading to all parts of that Territory. This, from the Platte, is a fine natural road, its only disadvantage being the lack of running water during the Fall of the year, for a distance of eighty miles, from the Platte to Powder River, but springs are found every ten or fifteen miles; it is abundantly supplied with wood, grass and game. The road heretofore used to Montana was by way of South or Bridger's Pass to Green and Snake Rivers, then up Snake River through the Rocky Mountains to Virginia City, crossing the Rock Mountains twice in the trip. The new road saves in distance four hundred miles. The military operations the past Summer opened this road, and as soon as the Indian troubles are over, it will be the Great Overland

Route from the States to Montana. All travel east of Ft. Laramie will concentrate at Laramie, and take this road, which, when the amount appropriated by Congress is expended upon it, will make it equal to any route over the Plains, and across the Mountains. Holliday will put his coaches on it this season—Government will protect the travel over it and thus secure its permanency. To Council Bluffs and Omaha this route has peculiar interest, as the natural outlet and inlet of all travel over it, is, after reaching Laramie, down the north side of the Platte to the Missouri River, or to the Union Pacific Rail Road. The distance from Ft. Laramie to Virginia City is five hundred and fifty miles.

PLATTE ROUTE.

The second route is known as the Platte Route—starting from different points on the Missouri River, such as Council Bluffs, Omaha, Plattsmouth, Nebraska City, St. Joseph, Atchison, Leavenworth and Kansas City; the roads all converge at or near Ft. Kearney, as a common point, and follow the valley of the Platte to its forks, and either lead up the North Platte via Fort Laramie, South Pass, to Salt Lake, or up the Lodge Pole Creek, Cheyenne, and Bridger Pass to Fort Bridger and thence to Salt Lake; or continuing up South Platte, goes to Denver, diverging at Juunction, passes up Cache LaPoudre, across Laramie Plains, thence through Bridger's Pass to Fort Bridger and Salt Lake. On this route, at all times, and for the past eleven years, to my knowledge, an abundance of grass, running water and wood for all practical purposes of travel has abounded. It has the best passes through the Mountains and is by far the best natural road from the Missouri River to the Pacific Coast. The Telegraph, Mail and Express Lines run over this route. Most of the emigra-

tion passes over it, and along its entire length the Government has established permanent Military Posts for protection, and finally the Government has adopted it as the route for the Union Pacific Railroad. From March 1st to August 10th, 1865, there passed Fort Kearney on this route *going West* 9,386 teams, and 11,885 persons, which conveys some idea of the vast amount of trade, travel and capital that is flowing to the great mineral regions of Colorado, Utah, Montana and Idaho. In going this route from Denver west, choice can be taken of the new route to be opened through Berthoud's Pass, across Middle Park down White River and over the Uintah Valley to Salt Lake. This route was surveyed and partially opened the past Summer by Lieut. Col. Johns of the Utah command. Holliday has obtained a charter for Mail and Express line over it, and proposes to run it the coming season from Denver to Salt Lake. It saves one hundred and fifty miles over the present road. The distances on the Platte route are

Council Bluffs to Ft. Kearney.....	185 miles
Leavenworth Ft Kearney.....	285 "
Ft. Kearney to Cottonwood.....	97 "
" " Ft. Sedgwick.....	208 "
" " Ft. Laramie.....	378 "
" " Junction.....	310 "
" " Denver.....	392 "
" " Ft. Halleck.....	534 "
" " Ft. Bridger.....	797 "
" " Salt Lake.....	921 "

SMOKY HILL ROUTE.

The third route established the past year possesses many advantages as to the travel south of Iowa and Nebraska and is known as the *Smoky Hill route*, leading from Atchison, Leavenworth and Kansas City, up the valley of the Kansas River to Fort Riley, thence along the Smoky

Hill Fork of the Kansas River to Fort Ellsworth, and along the Smoky Hill Fork to its source, and crosses the divide to Big Sandy, follows it for eighty miles and then crosses the country near the heads of the Beaver, Bijou and other streams, and follows down Cherry Creek to Denver, where it connects with all the other routes diverging from that center. By this route from Leavenworth to Denver is 100 miles nearer than to go by way of Ft. Kearney, and makes the distance by Smoky Hill to Denver for all points south of the Nebraska line about the same distance as from Council Bluffs to Denver by the Platte route. It is a very good natural road with no obstacles to overcome except, that from Big Creek on the Smoky Hill to Beaver Creek, (which flows into the Platte), there is no running water portions of the year. The road as now laid however, obviates partially this trouble by striking numerous springs and wells so that water can be obtained every ten or fifteen miles. The balance of the route is well supplied with water. The entire route is well supplied with grass, and innumerable herds of buffalo and abundance of other games roam along it for hundreds of miles. Coal has been found in heavy veins from Ft. Ellsworth west, and the indication of heavy beds of bituminous coal for a distance of two hundred miles of its length are unmistakable. Butterfield's Overland Dispatch, Stage and Express has been established on this route, and the Government has placed Military Posts along it at convenient distances for its protection, all of which is opening it up permanently and effectually. The distances are:

Leavenworth to Fort Riley.....	120 miles
" " Fort Ellsworth.....	205 "
" " Camp Fletcher.....	257 "
" " Monuments.....	349 "
" " Ponds Creek.....	396 "
" " Denver.....	604 "

ARKANSAS RIVER, OR NEW MEXICO ROUTE.

The fourth and last great route is the Arkansas River route, which either follows the Smoky Hill route to Fort Ellsworth and strikes from thence across to the Arkansas River, or starting from Kansas City follows the divide routh of Kansas River to Council Grove, and goes into the other at Fort Zarah and leading from thence to Forts Larned, Dodge, Lyon and Union to New Mexico. This route follows a stream, which like the Platte, rises in the Rocky Mountains, and is abundantly supplied with water and grass for all practical purposes of travel is supplied with wood; buffalo and other game abound along it for a distance of 300 miles; and roads diverge from it at or near Fort Lyon to Denver, connecting it with the north route, also to Fort Garland and the Southern Mining districts of Colorado. Over this route passes all the trade and travel of New Mexico, Arizona, parts of Mexico, Texas and Southern Colorado. The distances are:

Kansas City to Council Grave.....	122 miles
" " Fort Larnard.....	286 "
" " Fort Dodge.....	341 "
" " Aubrey Crossing.....	439 "
" " Fort Lyon.....	511 "
" " Raton Pass.....	650 "
" " Fort Union.....	750 "
" " Santa Fee.....	846 "

The great difficulty of making roads to connect these overland routes from North to South between the 100° parallel of Longitude and the base of the Mountains, is the fact, that as soon as you leave the great streams you lose running water. The secondary streams that rise in the divides instead of the mountains, for instance, the White Earth, Cheyenne and portions of the Republican and Smoky Hill are from one to two hundred miles of their length destitute of running water during the Summer

and Fall months. Occasionally springs and water-holes or lakes can be found, but to make roads follow them would take them from their proper direction, and add greatly to their distance and often to their grades. In view of these facts, and of the peculiar advantages for travel to particular destinations, I hold that the natural outlet for trade and travel of Nebraska, Northern Colorado, Utah, Idaho and Montana is over the Platte and Montana routes to the Missouri River at Council Bluffs or Omaha, and then east across Iowa, or south, as the case may require, and that for all time it will be so directed.—The trade and travel of Kansas, New Mexico, Southern Colorado, Arizona and that section of country, is down the Smoky Hill and Arkansas route so the Missouri River at Atchison, Leavenworth or Kansas City, and then east or south.

These routes occupy a strip of country extending from Nibrarrah on the north to the Arkansas, and the Cimmaron on the south—small in extent when compared with the great natural importance of the route. To effectually protect them from Indian difficulties, I hold that in any and all Indian treaties, the right of way over them should be permanently secured, and the Indians confined to the country north of the N. Platte and the Niobrarah, and south of the Arkansas. Every year makes this more feasible, from the fact that the great amount of game that abounded on and between these rivers is becoming scarce, being driven rapidly North and South by the travel over these routes. To-day the buffalo and other game is very scarce on the Platte route, and abound for a length of some 150 miles over the other routes, excepting the Montana route, where it abounds its entire length, thus making the region between the two rivers named, valueless to the Indians as hunting-grounds.

Over these several routes must pass not only all supplies for the mighty empire springing up in the mining regions of Colorado, Arizona, Utah, Montana, New Mexico and Idaho, but also the great overland-trade and emigrant-travel to California and Oregon. From the nature and formation of the country it follows, that for all time must be sent across the plains from the valley of the Missouri not only breadstuffs to feed, and articles of manufacture to supply the hundreds of thousands now there, but also a population rapidly increasing by an immense yearly emigration which is forming a mighty empire now merely in its infancy—an empire rich in mineral resources, and destined, with its wealth of precious metals to form the future basis of our financial system.

On two of these routes, the Platte and Smoky Hill, Railroads are being pushed forward with much energy, and another season will find them two hundred miles west of the Missouri.

That it is the duty of the Government to thoroughly protect these routes and make them comparatively safe, no one can doubt, and the system of organization of trains, the distribution of troops, are such, if all comply with the orders guiding travel over all these routes, no danger may be apprehended; for during the entire past year, with all the tribes of Indians hostile, no train was lost, and no person injured, except when they persisted in taking their own course instead of complying with the orders of the officers in command. The present season less danger exists, from the fact that but a very small portion of the Indians who have been on the war-path now remain hostile, and a man can travel the great thoroughfare with as much safety as he can the streets of our great cities—the robberies and murders in any of which exceed by far the depredations on the plains.

NOTE:

The canvass for the following Directory of Council Bluffs, was made in the early part of 1865, since which time some changes have occurred which are not here noticed, but the locations will be found in the main correct.

DIRECTORY

OF THE

City of Council Bluffs,

IOWA,

FOR THE YEAR 1866.



DIRECTORY.

- ALLISON, T. H., Physician, Madison street.
Amy, R. D., Trader, 4th ward.
Allen, W. W. Rev., Congregational Minister, 4th ward.
Axtell, L. S., County Sup't Pub. Schools, Madison street.
Allen, Chas. sr., Auctioneer, Middle Broadway.
Allen, Chas. jr., Trader, Middle Broadway.
Allen, Benjamin, Printer, 5th ward.
Almond, W. B., Tinner, Upper Broadway.
Arbuthnot, Mrs. L., Milliner, Lower Broadway.
Armstrong, Wm, Stock Dealer, 5th ward.
Armour, Phil., P. O. Clerk, 2nd ward.
Artman, C. P., Dentist, 2d ward.
Allison, Thos., Miller, Lower Broadway.
Allison, W. H., Miller, Lower Broadway.
Ahles, John, Blacksmith, 2nd ward.
Andrews, Ed., Tanner, 2nd ward.
Andrews, Wm., Painter, 2nd ward.
Amy, Dustin, Tinner, Main street.
Abbot, J. S., Teamster, 2nd ward.
Ashton, John, Laborer, 1st ward.
Annis, S., Digger, 1st ward.
Ackman, Jas., Sawyer, 2nd ward.
- BUMP, A. J., City Marshal, Stutsman street.
Brown, John, Carpenter, Pierce street.
Beershiem, John, Merchant, Pierce street.

- Baker, Henry, Teamster, Pierce street.
Baker, J., Foundryman Piercc street.
Browising, John, Laborer, 1st ward.
Barton, George, Laborer, 2nd ward.
Bradshaw, James, Peddler, 1st ward.
Brasee, David, Carpenter, 1st ward.
Bryant, C. W., Trader, 1st ward.
Brown, Horace, Laborer, 1st ward.
Brown, Wm., Teamster, 2nd ward.
Baughn, Hiram, Trader, 1st ward.
Bell, A. J., Stock Dealer, 1st ward.
Bonham. A. S., Nurseryman, 1st ward.
Baughn, Chas., Stock dealer, 1st ward.
Bennett, J. D., Saloon keeper, Lower Broadway.
Bechtelle, Peter, Hotel, Middle Broadway.
Burhop, Henry, Groceryman, Middle Broadway.
Babbitt, C. H., Publisher, (*Bugle*) 3d ward.
Beeman, F., Barber, 2nd ward.
Browning, J., Teamster, 5th ward.
Billings, A., Dentist, 2nd ward.
Burke, H. M., Printer, Jenson street.
Burke, W. S., Publisher, (*Nonpareil*) Jenson street.
Burke, F. A., U. S. Assessor, Jenson street.
Burk, Patrick, Teamster, Jenson street.
Burk, Pcter, Teamster, Jenson street.
Bayliss, Marshal, Pacific House.
Benton, N. G., Bank Clerk, Middle Broadway.
Blake, W. T., Teamster, Madison street.
Bloomer, D. C., Lawyer, Bancroft street.
Baldwin, N., Bancroft street.
Beck, A. S., Merchant, Bancroft street.
Baldwin, Harvcy, Painter, Upper Broadway.
Boyd, Robert, Teamster, Madison street.
Bylesby, F. Rev., Episcopal church.
Bayliss, S. S., Court street.

- Brewster, James, Merchant, Bancroft street.
Badolett, V., Merchant, Bancroft street.
Beale, Rufus, Trader, Main street.
Baldwin, J. T., Trader, 4th ward.
Betz, Jacob, Saloon keeper, 5th ward.
Babbitt, L. W., Editor, 5th ward.
Bunse, H. Rev., Lutheran Minister, 5th ward.
Barton, Chester, Laborer, 5th ward.
Beachtel, J. S., Laborer, 5th ward.
Bartell, Augustus, Foundryman, 4th ward.
Rebbington, Geo., Lumber dealer, 2nd ward.
Browniser, J. M., Laborer, 2nd ward.
Barhyte, John, Baker, Broadway.
Bernard, Albert, Clothier, Broadway.
Bowers, J. G., Wagon maker, Main street.
Blaxsim, Geo., Shoemaker, 2nd ward.
Baglie, James, Laborer, 2nd ward.
Barlow, Wm., Blacksmith, 3d ward.
Brown, Sam'l, Laborer, 2nd ward.
Brown, John, Laborer, 2nd ward.
Baxter, Wm., Ditcher, 3d ward.
Burnet, C. F., Saddler, 3d ward.
Brett, C. A., Laborer, 2nd ward.
Blackburn, Wm., Laborer, 2nd ward.
Bertholf, Geo., Laborer, 1st ward.
Beebe, Calvin, Teamster, 1st ward.
Beck, Christian, Laborer, 1st ward.
Bird, Jonathan, Laborer, 2nd ward.
Briezeer, Casper, Laborer, 3d ward.
Beck, Christian, Laborer, 5th ward.
Bock, Charles, Brewer, 5th ward.
Baldwin, C., Lawyer, Public Square.
Burdick, Ed. F., Clerk District Court, Lower Broadway.
Boothe, John, Grocer, Middle Broadway.
Bates, N. S., Mayor, 4th ward.

Burchard, N. C., Cattle Broker, 1st ward.
Bennett, John, Clerk, Bancroft street.
Butterfield, Chas., Grocer, Middle Broadway.
Bloom, Solomon, Merchant, Lower Broadway.
Briggs, W. L., Hotel keeper, Middle Broadway.
Barkley, Wm., Druggist, Middle Broadway.
Buckminster, L. W., Hotel keeper, 3d ward.
Brown, W. A., Auctioneer, 2nd ward.
Buckley, John, Carpenter, 4th ward.
Bryant, A. S., Trader, 1st ward.
Bryant, Chas. W., Trader, 1st ward.
Bryant, Reuben, School teacher, 1st ward.
Beecroft, H., Cooper, 3d ward.
Beecroft, H., jr., Cooper, 3d ward.
Briggs, John, Carpenter, 4th ward.
Brooks, J. E., 4th ward.
Bayliss, J., Trader, 4th ward.
Barrett, C. A., Druggist, 2nd ward.

CANNING, GEO., Tailor, 1st ward.
Clark, Micheal, Porter, 1st ward.
Clanson, John, Brewer, 1st ward.
Clark, W. B., Feed Stable, Madison street.
Campbell, L., Occulist, 1st ward.
Cook, Chas., Lawyer, Main street.
Clark, Jas. H., Rev., Presbyterian Minister, Wash. ave.
Cassady, J. P., Land agent, Vine street.
Clinton, M., Grocer, Jenson street.
Corpe, E., Teamster, 2nd ward.
Culver, J. B., Teamster, 2nd ward.
Canby, Geo., Laborer, 2nd ward.
Cole, M. C., Physician, 2nd ward.
Crossland, J. W., Merchant, Wash. ave.
Cochran, Richard, Laborer, 2nd ward.
Cochran, John, Laborer, 2nd ward.

- Cary, Wm., Laborer, 2nd ward.
Christian, T. J., Saloon, Middle Broadway.
Crawford, W. G., Lawyer, Bluff street.
Clark, D. B., Farmer, 3d ward.
Cooper, W. J., Trader, Bancroft street.
Clinton, Samuel, Lawyer, Willow street.
Cawly, Lewis, Baker, 3d ward.
Crockwell, C. L. D., Produce dealer, Market street.
Clarendon, A. E., School teacher, Willow street.
Craven, G. W., Trader, 4th ward.
Cribber, John, Teamster, 4th ward.
Carver, R. P., Laborer, 4th ward.
Cooper, G. W., Stage driver, 4th ward.
Cooper, J. W., Merchant, 4th ward.
Carpenter, D. W., Printer, Harrison street.
Cook, R. S., Teamster, 5th ward.
Carter, J. W., Teamster, 5th ward.
Canby, Jack, Gardener, 5th ward.
Carlyle, John, Laborer, 5th ward
Conant, N. P., Jeweller, 2nd ward.
Crump, Jerry, (A. D.,) Barber, 2nd ward.
Cole Nelson, 2d ward.
Carlin John, Painter, 2d ward.
Clark John, Boot maker, Market street.
Clark J., Baker, 2d ward.
Carleton Geo., Saloon keeper, 2d ward.
Cline W. S., Laborer, 1st ward.
Carr Nelson, Laborer, 1st ward.
Clifford Thos., Teamster, 1st ward.
Clark Arthur, Steward, Pacific House.
Chambers R., Rope Maker, 3d ward.
Chambers J., Rope Maker, 3d ward.
Chambers W., Rope Maker, 3d ward.
Carl C., Laborer, 1st ward.
Calvin R. M., Laborer, 1st ward.

- DODGE N. P., Banker, Bancroft street.
Datchler Wm. Teamster, 1st ward.
Denny Geo., Teamster, 1st ward.
Damon T. G., Laborer, 1st ward.
Doby John, Laborer, 1st ward.
Downs E. R., Book Keeper, Jenson street.
Dupont V., Grocer, Broadway.
Douglass R. L., Lawyer, Market street.
De Vol, David, Justice, Madison street.
De Vol, P. C., Tinner, Madison street.
Duncan W., Gunsmith, 3rd ward.
Dohany John, Livery Stable, Market street.
Dodson Stephen, Laborer, 3rd ward.
Dorsy John, Laborer, 3rd ward.
Donaha John, Teamster, 4th ward.
Davy Wm., Carpenter, Lower Broadway.
Deming A. L., Pres't C. B. Branch State B'k., Court street.
Desmond Israel, Carpenter, 4th ward.
Dongison Lewis, Carpenter, Harrison street. .
Deming M. H., Cashier C. B. Branch State B'k, 4th ward.
Dekay R. R., Livery Stable, 3rd ward.
Dodge Ervin, Teamster, 1st ward,
Dorking James, Teamster, 1st ward.
Davy James, Carpenter, Lower Broadway.
Dudly Wm., (A. D.) Laborer, 2nd ward.
Damon Job, Teamster, 1st ward.
Doughty Geo., Clerk, 4th ward.
Dwyer W. B., Blacksmith, 2nd ward.
Duncan G. W., Gunsmith, 3rd ward.
Davis P., Clerk, 1st ward.
Davenport E. W., Clerk, 3rd ward.
Duncan Wm., (A. D.) Laborer, 2nd ward.
Draper J. B., Laborer, 2nd ward.
Donaha Patrick, Laborer, 4th ward.
De Long Henry, Laborer, 5th ward.

Dupont D., Saddler, Pacific House.
Dodge S., Trader, Bancroft street.
Davy Mrs James, Milliner, Lower Broadway.

EVERETT GEO. L., Merchant, Pacific House.
Epeneter John, Tinner, Lower Broadway.
Engel C. R., Merchant, Middle Broadway.
Eisman Henry, Clothier, Pacific House.
Eaton D. F., Photographer, 3rd ward.
Eaton E. L., Photographer, 3rd ward.
Eaton M., Silversmith, 3rd ward.
Everett Horace, U. S. Rev. Collector, Pearl street.
Edwards W. A., Stock Dealer, 4th ward.
Elwell Dan., Clerk, 4th ward.
Edmonds J. B., Laborer, 3rd ward.
Ernest G. W., Laborer, 4th ward.
Evans David, Grocer, 2nd ward.
Edwards Frank, Trader, 3rd ward.
Ellis John, Teamster, 3rd ward.
Elbert F. M., Teamster, 4th ward.
Edgerton James, Laborer, 4th ward.
Effingdale Wm., Laborer, 4th ward.
Evans Sam., Book Keeper, 2nd ward.
FRANK S. S., Teamster, 5th ward.
Fargo J. C., Clerk, Main street.
Fithean Frank, Clerk, 4th ward.
Foreman J. L., Merchant, 4th ward.
Fairman G. W., Brick-layer, Madison street.
Ford J. E., Laborer, 3rd ward.
Ford John, Teamster, 2nd ward.
Flavin James, Laborer, Madison street.
Folsom Jeremiah, Trader, Willow street.
Fox C. J., Merchant, Market street.
Forest I., Clerk, 2nd ward.
Fisher O. A., Painter, 2nd ward.

Fleming James A., Teamster, Jenson street.
Fleming Jenny, Photograpnist, Jenson street.
Fink Conrad, Laborer, Madison street.
Ford Ed., Laborer, 2nd ward.
Field H. H., Deputy Sheriff, 1st ward.
Frasier Wm., Laborer, 1st ward.
French J. M., Laborer, 2nd ward.
Fiske G. W., Teamster, 1st ward.
Freeborn James, Teamster, 1st ward.
Frey L., Baker, 2nd ward.
Folsom S. F., Merchant, Willow street.
Flaherty Thomas, Freightier, 4th ward.
Frederickson H. C., Merchant, Pacific House.

GROTE CONRAD, Brick-maker, 1st ward.
Geise Conrad, Brewer, 1st ward.
Graves Geo., Hotel, 4th ward.
Gunn Levi, Gardener, Upper Broadway.
Gunn Charles, Gardener, Upper Broadway.
Gallop Newton, Teamster, Madison street.
Graham R. J., Laborer, Pierce street.
Green W. A., School Teacher, Lower Broadway.
Groneweg Wm., Merchant, Bancroft street.
Griffin E. H., Blacksmith, Madison street.
Gilbert James, Pattern Maker, Bluff street.
Grosvenor, A. S., 3rd ward.
Gershbacher Joseph, Laborer, 4th ward.
Groshen James, Laborer, 4th ward.
Grafton Wm., Teamster, 1st ward.
Guitar Frank, Grocer, 4th ward.
Grote Herman, Brick-maker, 1st ward.
Grote Frederick, Brick-maker, 1st ward.
Green Norman Livery Stable, 1st ward.
Godfrey O. H., Laborer, 5th ward.
Greenleaf J. Q., Painter, 2nd ward.

Griecher Conrad, Laborer, 1st ward.
Goss Hugh, Clerk, 1st ward.
Green John, Shoemaker, 1st ward.
Grant O., Gardener, 5th ward.

HUNTINGTON EPH., Clerk, 1st ward.
Haggerty C. E., Shoemaker, 1st ward.
Hess Joseph, Carpenter, 1st ward.
Huntington John, Clerk, 1st ward.
Haynes A., Clock-maker, 1st ward.
Hughes Martin, Laborer, 1st ward.
Hapgood John, Laborer, 1st ward.
Hoffmayer J. C., Miller, 2nd ward.
Hitchcock D. W., Commission Merchant, Pacific House.
Hendrie C. F., Foundryman, 2nd ward.
Harvey A. E., Druggist, 2nd ward.
Honn E., Physician, Lower Broadway.
Hill W., Hotel, Lower Broadway.
Hall H. G., Stock Dealer, 2nd ward.
Harl D., Teamster, 2nd ward.
Harl J. W., Livery Stable, 2nd ward.
Hickle J. W., Carpenter, Willow street.
Hill J. W., Brick-layer, 3rd ward.
Harris A. H., Trader, 3d ward.
Honn J. D., Produce Dealer, Market street.
Howe Ed., Merchant, 4th ward.
Hardin M. D., Teamster, 4th ward.
Hamit Wm., Stage Driver, 4th ward.
Hopper J. F., Stationer, 4th ward.
Hepp J. P., Laborer, 4th ward.
Haas Sam., Merchant, 4th ward.
Hargus Wm., Glove Maker, 1st ward.
Hayes J., Laborer, 4th ward.
Hammer John, Brick-layer, 5th ward.
Hooton J. S., Clerk, 5th ward.

Harris Wm., Clerk, 5th ward.
Homer Thos., Teamster, 5th ward.
Hubbard Jas., Produce Dealer, 3rd ward.
Hurford T. J., Merchant, 1st ward.
Hoffman J. C., Laborer, 1st ward.
Hill Wm., Wagon Maker, 2nd ward.
Hill Wm., jr., Wagon Maker, 2nd ward.
Hill Geo., Painter, 3rd ward.
Haines Geo. A., Trader, Main street.
Horton S. W., Livery Stable, 2nd ward.
Hurley Sidney, Foundryman, 2nd ward.
Haynes David, Tailor, 3rd ward.
Hoyt E. O., Saddler, 5th ward.
Hughes M., Plasterer, 6th ward.
Horton Patrick, Blacksmith, 3rd ward.
Hutchings H., Laborer, 4th ward.
Holtz Chas., Miller, 2nd ward.
Irwin J. D., Saddler, 5th ward.
Inman G. W., Laborer, 5th ward.
Irving James, Laborer, 1st ward.
Ingram John W., Teamster, 1st ward.

JEFFERIS E., Stock Dealer, 1st ward.
Jackson E. W., Blacksmith, Lower Broadway.
Jones John, Hotel, Pacific House.
Johnson John, Teamster, 2nd ward.
Johnson F. T. C., Carpenter, 2nd ward.
Jackson Jas. A., Merchant, Bancroft street.
Jackson W. C., Merchant, Bancroft street.
Jacobs Samuel, Surveyor, Lower Broadway.
Jefferis Thomas, Trader, 4th ward.
Joiner Timothy, Carpenter, 2nd ward.
Judkins James, Teamster, 1st ward.
Jones Wm., Teamster, 1st ward.
Jarvin Thomas, Teamster, 5th ward.

- Janitor Wm., Laborer, 5th ward.
Jamison Geo., Laborer, 1st ward.
Jasper W. F., Laborer, 1st ward.
Johnson Phillip, Foundryman, 4th ward.
Jackson H. A., Freight, Vine street.

KAY E., Teamster, 1st ward.
Kinkle Phillip, 2nd ward.
Kellogg C. P., Clerk, 2nd ward.
Kilday James, Saloon Keeper, 2nd ward.
Keirscht L., Grocer, 3rd ward.
Kappes A., Butcher, 3rd ward.
Keeline Wm., Butcher, 2nd ward.
Keller John, Carpenter, 3rd ward.
Knabe E., Saddler, 5th ward.
Kahle Louis, Baker, Broadway.
Kiter W. F., Book Binder, 4th ward.
Kimish C. P., Basket Maker, 4th ward:
Kimish Chas., Basket Maker, 4th ward.
Kynett X. W., Druggist, 3rd ward.
Kynett J. L., Physician, 3rd ward.
Kahn Leopold, Laborer, 4th ward.
Kattering John, Grocer, 2nd ward.
Kearns H. P., Teamster, 4th ward.
Kinney Forest, Painter, 3rd ward.
Kirkpatrick R. R., Carpenter, 4th ward.
Krazer Rudolph, Porter, Pacific House.

LANE JOSEPH E., 1st ward.
Lundy Aaron, Saddler, 1st ward.
Lewis J. B., Saddler, 1st ward.
Lenitzinger F., Baker, 2nd ward.
Leonard Stephen, 2nd ward.
Lenitzinger J., Blacksmith, 2nd ward.
Laskowski E., Shoemaker, 2nd ward.
Lafferty W. H. H., Merchant, 2nd ward.

- Lafferty John A., Merchant, 2nd ward.
Letnah G. W., 2nd ward.
Leny Henry, Cabinet Maker, 5th ward.
Lafferty James, Foundryman, 5th ward.
Larimer A. V., Lawyer, 2nd ward.
Lafferty John, Tailor, 2nd ward.
Lockwood J. D., Merchant, Bancroft street.
Lawe Fred., Wagon Maker, Main street.
Loeshlin C., 5th ward.
Lamb F., Trader, 5th ward.
Lewis J. H., Horse Dealer, 5th ward.
Lusk J. W., Trader, 1st ward.
Litz Wm., Blacksmith, 4th ward.
Landon J., Laborer, 5th ward.
Lawrence Geo., Laborer, 5th ward.
Lant Frank, Teamster, 1st ward.
Loring J. M., Teamster, 1st ward.
Ludlow Thomas, Laborer, 5th ward.

MARSHALL GEO., Freightier, 4th ward.
Mischleck John, Laborer, 1st ward.
Matthias John, Laborer, 1st ward.
McMahon W. M., Carpenter, 1st ward.
McKinney Wm., Laborer, 1st ward.
Madden James, Laborer, 1st ward.
Murphy Denis Laborer, 1st ward.
Murphy Patrick, Merchant, 1st ward.
Miller B. H., Stage Driver, 2nd ward.
Merriam F., Grocer, 2nd ward.
Merriam R., Grocer, 2nd ward.
Malcomb A. B., Physician, 2nd ward.
Mithen M., Teamster, 2nd ward.
Mithen James, Teamster, 2nd ward.
Maynard W. W., Post Master, Jenson street.
Maynard John, Carpenter, 2nd ward.
Millard Spell, Freightier, 2nd ward.

McPherson John, jr., Laborer, 1st ward.
McPherson John, sr., Laborer, 1st ward.
Mawhaney Geo., Laborer, 4th ward.
McMillan James, Laborer, 5th ward.
Mott J. P., Teamster, 1st ward.
Motely John, Freight, 2nd ward.
Motely Geo., Freight, 2nd ward.
Middleton Jas., Teamster, 2nd ward.
McKenzie, Wm., Druggist, 2nd ward.
Macomber, H. K., Clerk, 3rd ward.
McNay, J. B., Teamster, 2nd ward.
Martin Thomas, Laborer, 2nd ward.
McDermot John, Blacksmith, 2nd ward.
Mueller J., Photographist, Willow street.
Mueller G. T., Tobacconist, 4th ward.
Maher John, Laborer, 1st ward.
Mitchell John, Laborer, 2nd ward.
Miner H. C., Saloon Keeper, 2nd ward.
Morrell J. J., Clerk, Pacific House.
McFee J. Carpenter, Jenson street.
McCracken L., Laborer, 1st ward.
Merkle L., Plasterer, 2nd ward.
Morse J. W., Telegraph Operator, 2nd ward.
McBride E., Merchant, Market street.
Maltby D., Trader, 4th ward.
Mann E. G. A., Livery Stable, 4th ward.
Matthews J., Grocer, 2nd ward.
Matthews Wells, Grocer, 2nd ward.
Maxfield A., Grocer, 3rd ward.
Moomaw G. D., Carpenter, 3rd ward.
McCurdy Alex., Cabinet Maker, 3rd ward.
McMahon P. J., Physician, Main street.
Moses T., Teamster, 5th ward.
McFarland Geo., Carpenter, 5th ward.
Morgan Francis, Laborer, 2nd ward.

McBride, N. R., Druggist, Market street.

NEWTON W. B., Livery Stable, 2nd ward.

Nichols E., Laborer, 3rd ward.

Nutt H. C, General Agent, 4th ward.

Newton J. J., Teamster, 5th ward.

Newman H., Clerk, 2nd ward.

Noack Julias, Clerk, 1st ward.

Nash J., Shoemaker, 2nd ward.

Nickerson, Tailor, 2nd ward.

OFFICER THOMAS, Banker, 4th ward.

Oliver J. T., Tailor, Market street.

Oliver Wm., Gunsmith, 3rd ward.

O'Neal Rev. H. H., Methodist Minister, 1st ward.

Owens Thomas, Brick-maker, 1st ward.

O'More John, Laborer, 1st ward.

Orr James W., Laborer, 5th ward.

Olmstead Henry, Clerk, 2nd ward.

Ouellette E., Saloon Keeper, 2nd ward.

Oldham Chas. H., Merchant, 2nd ward.

O'Donnell John, Blacksmith, 1st ward.

O'Doy T., Laborer, 1st ward.

PURCELL, SAM., Laborer, 1st ward.

Perks, James, Teamster, 1st ward.

Pilling, Thomas, Laborer, 1st ward.

Pilling Ashton, Laborer, 1st ward.

Price, D. W., Lawyer, 1st ward.

Paine, Sam., Carpenter, 1st ward.

Pfeifer, Geo., Saloon keeper, 2nd ward.

Potter, W. B., Livery stable, 2nd ward.

Pouder, John, Butcher, 2nd ward.

Parks, Geo., Miller, 2nd ward.

Pennington, James, Teamster, 5th ward.

Poole, Thomas, Laborer, 5th ward.

- Patton, G. W., Laborer, 1st ward.
Payne, F. A., Laborer, 3d ward.
Pitcher, J. S., Gunsmith, 3d ward.
Porterfield, S. N., Miller, 4th ward.
Pusey, W. H. M., Banker, 4th ward.
Purchell, Henry, Laborer, 4th ward.
Phillipps, R., V., Teamster, 1st ward.
Phillips, J. M., Merchant, 3d ward.
Poolman, John, Huckster, 2nd ward.
Pardoe, Wm., Laborer, 3d ward.
Pardoe, Wm. jr., Laborer, 3d ward.
Poulson, P. W., Physician, Pearl street.
Platner, Ira, Trader, Broadway.
Priest, Wm., Teamster, 2nd ward.
Powers, Wm., Trader, Upper Broadway.
Powers, Rev. J., Catholic Priest, 2nd ward.
Palmer, J. M., Broker, Lower Broadway.
Pearson W. H., Teamster, 2nd ward.
Proctor Chas., Laborer, 2nd ward.
Parks J., Shoemaker, Upper Broadway.
Poulson H. E., Machinest, 4th ward.
Pratt B. S., Clerk, 3rd ward.
Purcell Samuel, Carpenter, 2nd ward.
Papps J. T., Wagon Maker, 1st ward.
QUINN JOHN, Teamster, 1st ward.
RUST, JOHN F., Trader, 1st ward.
Rogers, Richard, Blacksmith, 1st ward.
Ring, Chas., Baker, 2nd ward.
Rue, J. B., Merchant, 2nd ward.
Ross, John W., Pork packer, 2nd ward.
Reynolds, A. B., Laborer, 2nd ward.
Russell, James, Shoemaker, 3d ward.
Rich, A. N., Gardener, 3d ward.
Reed, C., Lawyer, Willow street.

- Record, Alex., Teamster, 4th ward.
Robinson, W. H., Merchant, 4th ward.
Robinson, G. A., Freighter, 4th ward.
Robinson, Geo., Saddler, Jenson street.
Robinson, W. A., Carpenter, 4th ward.
Robinson, Wm., Jeweller, Broadway.
Robinson, Henry, Jeweller, Broadway.
Rustin, Gilbert, Saloon keeper, Ferry landing.
Riley, James S., Cabinet maker, 4th ward.
Riley, J. C., Cabinet maker, 4th ward.
Riddle, S. H., Lawyer, 2nd ward.
Riddle, B., Tinner, 2nd ward.
Roban, A., Saloon keeper, 2nd ward.
Rudd, A. V., Physician, 2nd ward.
Ross, E. J., Clerk, 1st ward.
Rosser, Conrod, Teamster, 2nd ward.
Ross, L. W., Lawyer, 4th ward.
Reese, R., Laborer, 5th ward.
Rawlings, S., Laborer, 4th ward.
Rains, Wm., Foundryman, 2nd ward.
Ryan, E. J., Clerk, Market street.
Riehardson, J., Laborer, 2nd ward.
Rody, Wm., Laborer, 1st ward.
Ritter, John, Laborer, 5th ward.
Rose, F. M., Teamster, 5th ward.
Rollins, G. B., Clerk, 4th ward.
Reynold, S. H., Horse dealer, 1st ward.
Roberts, Owen, Porter, 2nd ward.

STEWART, WM., Printer, 2nd ward.
Soar, Chas., Grocer, Upper Broadway.
Snow, R. P., Merchant, Bancroft street.
Shields, Chas., Laborer, 3d ward.
Smith, M. T., Carpenter, 1st ward.
Siedentopf, J. F., Produce dealer, Pearl street.

- Swiggett, J. L., Printer, 4th ward.
Smith, W. D., Clerk, 2nd ward.
Sheridan, Chas., Clerk, 4th ward.
Scott, John. Tinner, 1st ward.
Spears, Wm., Laborer, 1st ward.
Smith, W. T., Teamster, 4th ward.
Strayer, John, Teamster, 1st ward.
Snyder, John, Teamster, 1st ward.
Snodderly J. W., Saloon keeper, 1st ward.
Stithean, Isaac, Saddler, 1st ward.
Starnagle, Louis, Teamster, 1st ward.
Sheward, David, Printer, 1st ward.
Stutsman, J. B., Trader, Stutsman street.
Smith, G. F., Carpenter, 2nd ward.
Stewart J. T., Merchant, Pacific House.
Stone, C. E., Lawyer, Vine street.
Stone, John, Gardener, 5th ward.
Snyder, Ed., Porter, Pacific House.
Stickney, A., Trader, 2nd ward.
Sanders, A. S., Distiller, 2nd ward.
Sooaf, John A., Trader, 2nd ward.
Smith, S. M., Trader, 3d ward.
Stone, F. R., Saloon keeper, 3d ward.
Stephan, C., Brewer, 3d ward.
Sanford, W. B., Trader, 3d ward.
Stewart, Jas., Tailor, 3d ward.
Schindly, Geo., Butcher, 3d ward.
Smith, G. F., Grocer, 3d ward.
Stupfell, F. A., Foundryman, 3d ward.
Strobridge, John, Trader, 4th ward.
Smith, J. B., Merchant, 4th ward.
Slyter, A., Clerk, 4th ward.
Spooner, E. A., Merchant, 4th ward.
Spooner, L. L., Merchant, 4th ward.
Spooner, D. G., 4th ward.

Sandal, Joseph, Laborer, 4th ward.
Sansom, John, Trader, 4th ward.
Street, Frank, Lawyer, 5th ward.
Street, C. H., Lawyer, 5th ward.
Shoemaker, Alex., Physician, 5th ward.
Schop, J. W., Saddler, 5th ward.
Saasse, Stephen, Butcher, 5th ward.
Shoemaker, Hiram, Clerk, 5th ward.
Shoemaker, W. S., Trader, 5th ward.
Smith, E. C., Saloon keeper, 5th ward.
Sapp, J. S., Teamster, 5th ward.
Sapp, W. F., Lawyer, 2nd ward.
Smith, A. A., Painter, Madison street.
Simpson, Ralph, Engineer, Jenson street.
Schott, Albert, Saddler, 2nd ward.
Smother, G. E., 4th ward.
Sherraden, O. P., City Assessor, 4th ward.

TRULY, SIMON, Carpenter, 1st ward.
Tornaten, Henry, Brick maker, 1st ward.
Thomas, Wm., Blacksmith, 1st ward.
Tostevin, D., Surveyor, 2nd ward.
Tostevin, Thos., County Treasurer, Market street.
Toby, C. G., Hostler, 2nd ward.
Tutty, David, Teamster, 2nd ward.
Turley, Marshall, Farmer, 3d ward.
Thornton, E., Farmer, 2d ward.
Turner, J. J., Stage driver, 4th ward.
Turner, W. D., Boarding house keeper, Bancroft street.
Twombly, Calvin, Teamster, 4th ward.
Treinor, J. L., Clerk, 5th ward.
Treynor, T. P., City Recorder, 3d ward.
Thornton, Z. T., Printer, 1st ward.
Thornton, David, Laborer, 1st ward.
Tompkins, Wm., Butcher, 2nd ward.

UNDERWOOD, S. J., Teatnster, 4th ward.

VOORHIS, C., Sheriff, 1st ward.

Vadey, James, 1st ward.

WEBBER, CHAS., Saloon keeper, 1st ward.

Wingate, John, Carpenter, 1st ward.

Williams, N. R., Plasterer, 1st ward.

Wickham, Patrick, Laborer, 1st ward.

Wickham, James, Laborer, 1st ward.

Wickham, O., Laborer, 1st ward.

Wickham, Wm., Laborer, 1st ward.

White, G. M. Painter, Jenson street.

Winchester, Benj., Brick maker, 1st ward.

Winchester, Wm., Brick maker, 1st ward.

Waldo, E. D., Teamster, 1st ward.

Waldo, P., Teamster, 1st ward.

Wilson, Wm., Laborer, 1st ward.

Ward, John, Laborer, 1st ward.

Wilson, J. W., Physician, 1st ward.

Ward, J. F., Laborer, 1st ward.

Wilson, Chas, Trader, 2nd ward.

Williams, J. P., Butcher, Jenson street.

Walker, F. A., Distiller, 2nd ward.

Woolston, J., Teamster, Jenson street.

Ward, Wm., Architect, 3d ward.

Wilcox, G. W., Carpenter, 3d ward.

Wetmore, Robert, Laborer, 3d ward.

West, J., Livery stable, 3d ward.

Weirich, J., Grocer, 4th ward.

Wentz, John, Butcher, 1st ward.

Wheat, John, Butcher, 4th ward.

Washburne, H. D., Livery stable. 4th ward.

Willard, R. H., Freightier, 4th ward.

Wood, E. C., Freightier, 4th ward.

Williams, F. M., Clerk, 4th ward,

- Webber Benj., Saloon keeper, 4th ward.
Weir, Robert, Teamster, 5th ward.
Weston, James, Teamster, 4th ward.
Weston, Samuel, Teamster, 4th ward.
Westly, Clemens, Grocer, 2nd ward.
Wood, Grant, Druggist, 2nd ward.
Woodbury, E. I., Dentist, 4th ward.
Wise, Joseph, Teamster, 5th ward.
Warren, H. P., Bank clerk, 4th ward.
White, Jack, Cattle broker, 2nd ward.
Weeise, Geo., Butcher, 4th ward.
Wiese, —, Clerk, 2nd ward.
Welsh, John, Foundryman, 2nd ward.
Welman, H. L., Blacksmith, 2nd ward.
Wilson, Geo. W., Physician, Jenson street.
Wulff, Chas., Butcher, 3rd ward.
Woodforth, H., (a. d.) Laborer, 2nd ward.
Wood, D. C., Stage driver, 2nd ward.
Williams, John, Carpenter, 4th ward.
White, James, Shoemaker, 2nd ward.
Williams, Stephen, Teamster, 1st ward.

YOUNG, D. C., Merchant, 3d ward.
Young, O. W., Merchant, 3d ward.
Yeutzy, Elias, Stage driver, 2nd ward.
Yocum, Nephi, Laborer, 2nd ward.

ZURMUHLEN, LOUIS, Saloon keeper, 4th ward.





EMIGRANTS' GUIDE.

AN OUTFIT.

We are indebted to "Campbell's Idaho" for the following statement of what constitutes an outfit:

Let us suppose that a party of men have arrived at the Missouri river, who are going to Idaho, and wish to prepare for a trip across the plains. What kind of a team and wagon is most admissible to take? What variety of provisions will be most suited to a journey of this kind; what quantity ought a party of four men to take; and how should it be prepared? What mining and other implements is it necessary to provide? Will the party need a tent when their wagons are covered? What arms if any, should be carried, and what supply of clothing should a person have for a trip of this kind?

The first question to be settled is, what kind of a team is it advisable to take—should it be horses, mules or oxen? For many reasons the ox is preferable. Firstly, a team of this kind is much cheaper than either of the others. Three yoke, at \$75 per yoke, would amount to \$225, and would be fully equal to two span of horses or mules, which would cost double that sum. Secondly,

they require less feed and attention, and very seldom stray so as not to be readily found; neither are they as liable to be stolen, or stampeded by the Indians, as horses or mules. As to a wagon, it does not require an expensive one; just such a one as a farmer would select to do his farm work (a common lumber wagon) is the most suitable. This kind will meet with a ready sale in the mines, whereas more expensive wagons with springs and stationary covers are in less demand. It should be made of the best of seasoned lumber, and put together firmly so as to stand the drouth of the plains. The thimble skein axle is preferable. It should be covered with canvass, and it would be well to have it lined overhead with oil-cloth, so that goods will be protected from the weather, however hard it may storm.

As to provisions and the variety suited to take, first we say that no party should leave the Missouri river next Spring for Idaho without a supply sufficient to LAST THEM NINE MONTHS. The emigrant may ask, why cumber our wagons with such an amount when we shall be but sixty or seventy days on the route? But remember, you are not going to an agricultural country, or at least one developed, but are going to a very new section where produce is scarce and high, and has to be freighted many hundred miles; and should all go with just enough to last them through, much suffering would be inevitable, and more particularly so the coming season, from the fact that the surplus of produce grown in Utah the past season has already been freighted to this new Territory, and bears a high price, owing to the large emigration that has already reached the mines. When we contemplate the immense emigration that must inevitably pour into that country from both the East and the West the coming season, we

can but admonish all who go to be sure and carry provisions enough to last until after another crop shall have been grown in Utah. There are further reasons why parties should take a good supply. It may be some little time after arriving before getting into business, and to have to pay twenty-five or thirty dollars per hundred for flour, and for other necessaries in proportion, or fourteen dollars per week for board, would be too great a drain upon the pockets of many; hence go prepared.

Each party should take at least one good cow for milking purposes, as milk is relished upon the plains, and on many occasions when great despatch is required in the getting up of a meal, or in case of a storm when cooking cannot be done, it is resorted to and serves a tolerable purpose. A tent, too, is almost an indispensable article, and each party however well their wagons may be covered, will do well to take one. They are readily pitched, and with a stove situated in one corner with the pipe protruding through the roof, they answer the purpose of a house, and with a good supply of eatables, one can be "quite at home," however distant from civilization; whereas, without one, the party must cook in the open air whatever the weather may be; and the sleeping apartment in the wagon, too, is not desirable, from the fact that it is always stored with boxes, kegs, etc., while the tent furnishes a comfortable sleeping place, which is one of the requisites to health in a trip of this kind.

As to a stove, many, indeed nearly all who cross the plains, use what is called the "emigrant stove," which is simply a small sheet iron stove, answering a very good purpose, but which soon burns out, frequently not lasting through the trip. The common cast iron cooking stove,

which sells in the States for eighteen and twenty-five dollars, sells in the mines for from one to two hundred dollars; and may be readily carried and used on the way, and upon arriving, if desired, it will sell for at least one hundred dollars profit, whereas the sheet iron stove will be comparatively worthless.

In regard to clothing, persons had better be too warm than suffer from cold, yet it will not be necessary to take a very large amount; say one or two extra suits of good durable clothing are sufficient. Each person should have a rubber coat and leggins, and also two woolen blankets, or similar bedding of some kind. The immigrant should have two extra pair of double soled boots. Parties should go well armed. Each should have a rifle or shot gun, and a revolver. Very few who cross the plains have occasion to use them, but the fact of having them along serves to fortify parties against an attack from either the marauding whites or hostile Indians.

A pony is not an indispensable requisite to a trip of this kind, yet it is advisable for a party to have one along; they can be had cheap at the Missouri River, and will save many a step for the weary emigrant in the way of herding and collecting his stock; and for the purpose of enjoying the Buffalo chase or the more daring encounter of the grizzly, the pony is quite indispensable.

As to diet suited to the plains, very many who cross the plains seem to think that none of the luxuries of home can be enjoyed in a trip of this kind. From this fact they provide themselves with only breadstuffs and meats, while fruits, butter and eggs are left quite out of the bill. We have observed a very great difference as to the health of parties. Those who use meats and little or no fruit, incline to the scurvy, while those who use fruits and very

little bacon or meat, never have it. Bacon and hams should be snugly packed in a wagon where the sun cannot reach them, nor should they be frequently spread upon the ground in the sun, as is often the case, as they will soon taint, but should be kept dry and seldom moved. Fruits, either canned or dried, may be carried with perfect safety, and a good supply of the latter should be taken. Butter, too, may be carried in safety by putting it up in cans. From ten to fifteen pounds may be put into a can, and it will be highly relished, and should be taken by all means. Eggs, packed in a box with oats or bran, may be carried for use during the trip. The emigrant will find that these articles will add much to the luxuriousness of his table, and render camp life more like home.



THE EMIGRANTS' GUIDE.

FROM THE MISSOURI RIVER TO FT. LARAMIE.

(Carefully revised by an agent on the route.)

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Opposite Fort Laramie.....	12— 522

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